April 7, 1978

Fire gettigt

April 14, 1978

OVERSEAS DEVELOPMENT

Continued from Page

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Forester for Hull

a landing this week Newlington stern trawler C. S. Foreign made £86,990 from partial discharge of Wednesday of 3,184

klts. Another 866-kits, included the 150 of heddock ewalled the cherge on the Thursdin merket. Skipper Dick Taylor merket. had brought the vessel had from e 22-day trip to Norwegian coast.

THE SURVIVAL battle on Humberside has taken a new turn with Hull staking a claim to he the port of the future. A cail was made on the Government last week to provide temporary assistance to help the port retain its present level of facilities. "The industry cannot afford two ports on Humberside," says the Huil Fishing Vescel Owners' Association and, backed by the City Council, has put forward proposals in which it claims over £2m. a year could be saved by concentrating both wet and freezer fishing on one port. "Huli is unquestionably it comes to handling the better purt on the freezer trawiers. Three Humber for the operation landing barths are of the larger fishing avellable at Hull—flume trawittank.

vessels in ganeral and the onough for the whola of in 1975 the fishing in-

Est. 1913

says the report. While there has been a controction in the wet fish flest, Huil hopee to en-courage more foreign vessels to land.

Apart from the better focilities olalmed for Hull, vessel owners say that it is the cheaper port to use. "In the case of an averoge sized freezer trawier, this is in the order of £20,000 per vessel per year, or in sx-cess of £650,000 a year

for the freezer fleet". WYNCIBLE: one of the big freezers Hull hopes to get back from Direct comparisons are

Hull is 'dead

with trawler owning companies are insady licked with Hull and consequently did not feel sble to comment. One company spokesman, however, identify did not feel sble to comment. It is the special company spokesman, however, it is to their views, but no one at this so-called threat to Grimsby's domina-oallad threat to Grimsby's

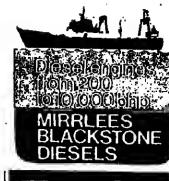
minance of the Humber.
Hull is dead on its feet and every Hull is dead on its feet and every sinks Hull owner now has fishing interests at other ports because they willing its on the wall. Offinsby is surviving because the interest on going to the Government Another North Sea operator said: "A separation in the interest of the industry, but it does not it ways had the best industry, but it does not it ways had the best markets and that shart from the loclandic fish, of making its attracting nearly slit the

THIS WEEK Grimsby was shruggisg off Hull's claim to be the
several of the future.
Several of the South Humberside
by Hull's claims to better facilities and
points trawler and that speaks for itself."
Several other people were mystified
by Hull's claims to better facilities and
pointed out that Hull bad no proper loing arrangements for wet fish vessels on the present fish dooks and may shortly have nowhere to fish the 34 freezer trawlers - assuming BUT transfers its six Grlmsby-based freezers there - on which the report sets such hopes.

Councillor Chesney Brookles by, the leader of Grimsby Borough Council, sald that Hull bad passed the point of no return as a wet fish port and the market there bad virtually dis-

He added that Grimsby was un-challenged as the main wet fish port. both on the Humber and in the country

as a whole. Grimsby had never intended luring Grimsby had never intended luring Hull's freezers across the Humber and it had always recognised the need for the freezers, which were likely to be the last to be built to persue from Hull for the time being, said Mr. Brockissby.



here

A NEW purss ssinsr costing over a £1m joined the Scottish flast thia wask when sha arrived at her homs port of

Fraserburgh.
The 140ft. Taits is the second purser to be built for the Tsit family at the Norwegisn yard of Karmoy Mak. Verketsd. Sha will be undar tha command of Skipper

Andrew Teit.
The new vessel is basically similar to Chris Andra built at Karmoy for the Tait family two years ego, but she in elightly longer.

Powerad by a Wichmann 1200hp engine, the veesel has a carrying capecity of 470-

Gear handling machinery includes Karmoy winches in 1975 the fishing in- and Triplex power block. Six onough for the whola of freezer trowlers in particular.

"In addition excellent focilities olraady exist for the dischorging ond hendling of wet fish," capacity.

Among the whola of in 1975 the fishing industry at Hull was investigated sea water tanks dustry at Hull was investigated by a dustry at Hull was

Among the other ad
Invested by trawler firms three soners supplied by Among the other adin plant and bulidings.

Caledonian-the Champion!

covars mathods of finencing, equipment ealection end Caladonian power systams World famous for reliability and par-formence Cat Diesel Engines provide power to the Scottleh Inshora tlahing Islicred to your needs. fleet, to ehipe, to supply vessels, drill rigs and production platforms in the Includes our product support.
High parts svalishifty from 8
dapots, quality field service
and diagnostic skills, preventative shore oil industry, and onshore to

business houses and laptories amongs other applications.

naintenance confracts, parts exchange, service training, scheduled



IRISH FISHERMEN WARN

ment meny yeers sgo, the fishermsn are still awelting fishermsn are still awelting eny evidence of the much-trumpeted fisheries development of this "fishing development of Dorish Islend — end thay mede their feelings clear to Bord Iescaigh Mhara (BIM) fed-up with the telk.

It was to be the first major development of this "fishing industry island". However, it is still ewaited and the port of Ceetlstownbare is heartily fed-up with the telk.

officials when the new peckage wea unwrapped in the port.

BIM development in offered ellet of "goodles" including e £30,000 survey to locate new fishing grounds possible. Ha setting project which would maks flahing on rough grounds possible. Ha setting project which would maks flahing on rough grounds possible. Ha setting project which would maks flahing on rough end the setting project which would make flahing to rough grounds possible. Ha setting project which would make flahing project

THE OFFER of a paokage plan costing many thousands of pounds to develop fishing in their area has not overly impressed the fishermen of Castletownbere in Mest Cork.

Designated a major fishery harbour by the Irish Government meny yeers ago, the fishermen are still awelting in their area till awelting in the spanish compension of the progression of the progression of the progress meds industriel and the progress area in progress and the progress area industriel and the progress area indu

spoke of initial market could tack which had been mode end promised en sarly start to a new meckerel and horse meckerel fishory off the south-west coast.

Alan Heakin, maneger of BIM's Investment Development section, told the annual general meeting of the local fishermen's co-operative that summer end and development state summer end and the serior of the local fishermen's co-operative that summer end and development state summer end and to the index of the section, told the annual general meeting of the local fishermen's co-operative that have been 300 people at work firm discussions were underway between BIM and an nouncements that continued at the state of the section, indicated that the project involving cold people salrey.

The splans were seen as tora heve been fully thrashed out. The sesociction is confidence to make the dasher, following importent policy decisions affecting the interim errengements pent interim errengements to the i

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FORESTER' BLASTS BRITISH RECORD

when Newlington's stern trawler C. S. Forester grossed £92,458 for 3,040 kits. This outstanding performance followed a 23-day trip to the Norwegian coast and the Barents Sea by Skipper Diok Taylor.

The returns were just £24 above the previous record eatablished by the same vessel and skipper just over e yeer ago. Then, a turnout of 2,982 kits after a 20-day trip to the Barents Sea mede £92,434.

Although the Icelandic trawler Ogri has made bigger grossings at Grimsby and also abroad, the Newington vessel remains supreme among the British fleet.

Fourth

The 170 ft. Beverley-built stern fisher heeded the £90,000 trip, he had trips of £84,838 early last year for 2,887 kits followed in mid-March by a landing of 2,859 kits which made £84,837.

Skipper Taylor is now sharing the command of C. S. Foreater with Bill Brettell on a two trips on/two trips off asis. She sailed on Saturday with Bill Brettell as skipper. So far this year each of these Newington skippers have completed a couple of

trips with the vessel.

Dick Taylor's first trip in 1978 — which lasted for 26days to the Norwegian coast — made £79,915 on March 8

Of the big turnout last week, some 2,223 kits were shelf fish, but there were no

Landing and marketing was apread over a couple of days because of two reasons a mechanical breakdown and an overtime ban by Hul

The overall averages per 10 st. kit were £31.75 for codstuffs and £39.06 for 706

THE stern trawler Tour malet made e two-day lending at Hull this week which is believed to he only the second by a French trawler in living

chip trade.

Assistant Editor:

Gloria Wilson

Scottlah correspondent:

Advertisement Director: Fred Purseall

Advertisement Manager:

1,306 kits, including 814 kits of haddock and some

On Tuesday the dlecharge was completed when she Editor: clocked up another £24,291 | Harry Barrett for 967 kits, including 522 more of haddock.

Her total trip receipts were lan Strutt

56,820 for 2,273 kits of Westerly fish.
The first French landing is believed to have been by Grocignez in September less

year.

Men who have served in the local industry for around former head of Hamling's fish sales depertment, Len Solly, and ex-local officers' guild president Jack Ellis — could not recall any other French landings.

Advertisement Direct Fred Pursuell Barber

Advertisement Direct Fred Pursuell Barber

Advertisement Direct Fred Pursuell Barber

Managing Director:

W. A. Cathles

110 FLEET

Talking to Fishing News Skipper Teylor said: "Obhad been the only vessel lending for Hull's Wednesday viously we are very pleased that the industry is in the depths of despair, it is very

Iceland

the way and our trip was split
— helf of it being on the
Norwegian coast end half in
the Barents Sea. One haul on FISH portere at Fleetweed icelandic fish baing landed at the Norwegian coaat waa in the region of 400 baskets." the port following a visit by an icelendic official on Friday. Although C. S. Forester The men met thie week to discuse if they should lift their ben on Icelendic trawlers at the

The port le undergoing of 1,131 kits (the completion eevera chorisge of supple of the turnout) and a disnice to come up with a trip charge of 1,131 kits from the unamployment and 'atrange' "Everything went fine for She made £41,618. "Everything went fine for She made £41,618."

Port health inspector

from the foreign factory

British wet fish earnings league for a second year by making 1739,732 in 1977, and her latest trip is the fourth in which Dick Taylor has topped the 280,000 trip skippers of Eastern excessive smell and noise attempt to settla problems processing mark with this ship.

fish market last week,

Thursday's sales comprised

ing asked to attend a week to call a meeting of David Rye said he had spent

grossings mark with this ship. Bloc factory ships end made by their vessels in before the mackerel season trawlers unloading in Corrick Roads. Fslmouth wetere are be- The authority decided last

meeting of the loosi Port maritime authorities, many hours investigating Heelth Authority. customs officers, shipping complaints of smell and noise They face accusations of agents and skippera in an

Several authority members had accompanied him and a local MP had boarded one of the processing ships.

Mr. Rye said the coastline THE ALMOST annual battle for supremacy on

This time the argument has taken something

what paper arguments are put up it will be the market price for fish which decides the lesue.

HEM2

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with deeply-indented cover tended to retain the smell H Humberelde between the porte of Hull and Grimsby has flared up again. The saive thie time has been fired by the Hull Fishing Vessei Owners' Association which has made a pica for extremely thin ice" if I attempted to bring a prosecution under the 1936 Public Government ald to keep the port in business until, in a restructured industry, it can become the centre of Humberside fishing operations. Health Acts.

Not only had a nuisance to be proved, but the court had to be satisfied that it dameg-Authority member, Mrs.

of a new turn. For the first time it has been publicly acknowledged that there is only room for one port on Humberslde — comething that has previously only been talked about private-Paniela Jones, said the continual droning of the factory ships by day and eight was well above the tolerance of most people. She added that the stench of fish in Falmouth There is no doubt that for freezer trawier operations Hull has the best set-up and it has been assumed that this would form the future of on o recent Saturday afterthe port, with Grimsby taking over the wet fish side. Now, it seems, Huil wants to take the ioti noon had been almost un-

Hardly any panic hae been caused in Grimsby Mr. Rya said the different countries accomed to work in different ways. The Italians blast-froze their fich, relutby this latest blast from Huil. Mainly, the reason ia because the trawling tide has been flowing from the north back to the south bank of the Humber. Whatever facilities a port can offer, it is the price for fish which is the ning home with It end causing no problems. The Bulgarlans plate-froza lt, causing more noise but few other problems. The Russians, out in the Bay, strongest argument. And it is on this count that Grimsby has scored over the years.
For a long time now Grimsby has been regarded as the quality market on the Humber used machinery which in-terferred with TV receptor, but did not make offense with Hull as the main eupplier to the fish and

The East Germans were Wbile it is sad to see two great fishing ports trying to wipe each other off the map, no matter the biggest problem, said Mr. tons of fish a day — and the meant 25 tons of offal wilch had to be processed in mediately into fish mean?

Engineer 75-77 Ashgrove Roed, Ashley Down, Bristol BS7 9LW. missing

THE chief engineer
Lowestoft trawler
Aztec Ronald Veve
lost at sea during
n ht when the
about 200 miles
Lowestoft
Mr. Vavers (52) wen
alog when the verse

eteaming between

after a Norweglan catches and movements of the boarding party found wessel have to be logged. The Norwegians insisted that that her skipper was these measures were not keeplag a log. Two necessary under a tranlrawiers were also sitional agreement which warned about not complying with Norwegian year. regulations earlier

this month. The selner Supreme, which works out of Peterhead, was asked to leave the Norwegian tone and the pair trawlera Morning Down and Unity, also from Peterhead, were understood to have been warned

about the regulations. Inent, it is not surprising that there skipps were until there has been some difficulty sware that they had to keep interpreting everything the Norwegians require.

More 'war' patrois

EAST coast poacher latest incident. pairols ere to be stepped-

The River Tweed Commoorings during last year'a double-thread nets, not made samon war — will be put to of manila, hemp or aizal, the

Mesh net sizea form an imupin a bid to stamp out il- portant part of the tranlegal drift netting and sitional arrangements. For preserve selmon stooke. trawls or Danish seines of GRIMSBY Inshore trawler owner

to the fiahermen.

the North Sea



single-thread, not made of Tom Walkley has seen the keel of missioners high-speed patrol manila or hemp, a 70mm his new 59ft. long twin-engined bost — scuttled at her minimum applies. For steel Inshore trawler laid at a Portsmouth yard.

It is also anticipated that is also anticipate

Mendent, Group Captain
John Proudlock, told an enmust meeting at Kelso they

String trawis formit.

After December 31, an
80mm minimum will be in
force on all nets used south of

The trawler is being built at Woolston
snd delivery is expected in August this year.

The design is by Porthleven naval architect could only "keep saturating 62° in the Norwegian sector of Denis Swire and the first in the class, Lia G. was launched last year for Brixham.

construction with soft nose stem, a good sheer line and round transom quarters.

She will be equipped with two 3306TA almost certainly have depressed the local market.

235hp which will give her an estimated speed

of 9 to 10 knots.

The engines will be geared through 3.83:1 | and Coro-Sol, landing to Hamling, earned £3,106 and hydraulically-operated boxes to twin 23,832 respectively, but Som

The stern trawler will carry 3,380 gallona of fuel and have a fish hold capacity of 1,600 cu. ft. The deck machinery will comprise a Mastra four-drum trawl winch and accommodation includes a four-berth reat cabir

Whitby boats make a killing

THE skippere of half-e-dozen Whitby inshore trawlers were well pleesed when they put into Grimsby early last week. They had dropped on to aome good cod and cod-ling fishing near the

more than £30 per kit for catches of between 84 and 129 kits — and it was generally reckoned this was much more than they could have ex-pected at Whitby.

So many vessels landing

Chopman'a agency secured

Also landing was George Weotherill, Scoresby and

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Quay threat to

Produots Export Davaiop-mant Authority of India (MPEDA) - currentiy

visit ere to examine EEC markats, explore joint ventures in deepsea fishing and astablish warehouses for Devon shellfishermen £5,500. Indian fish in soma European | are bldding to buy the

Tha team will be the guest of the EEC trade mission end The South Davon Shall-fleharman's Association is all arrengaments and appointments have been made by: The Import Opporby: The Import Opportunities Office, London Chamber of Commarce & Industry, 68 Cannon Street, London EC4N 5AB. Tel: 01-

Tha aesociation raalises it was ranting the quay at a rock-bottom price and offared to step up the fae to £3,000 a year. But Derthavan is keeping to £5.500.

Now the association is seeking a mortgage so that the quay can ba its property.

Twanty-eix crabbers use it has mede thie decision bacause Dartbavan Ltd., the the quey and, if the rent rise owners, intend to increase the goes through, then 70 full-

500 workars in the procession Tom Jones, chairman o

the essociation, said: "The quay is the only place where shellfisharmen can land their catches."

Originally the quay was owned by British Rail, which did not charge fishermen ar using it. Ernest Ireland bought it and allowed the crabbars to operate on 180ft. for £120 a year. When Dartheven acquired it infla-

1877/78 winter meckeral aaaaon in south-wast or herbour east of there would weters last week la an inis very misleading. The

photograph is two years old. decimated by herees ment. Like e good many hendlina Man manning thase bosts cetch to a point where it wee

not worth continuing.

Newlyn, Fluehing and any cova stocks are being overflahed.

quay from which they

operate to save the

jobs of 570 people in

the industry.

Loce which rely on the winter man with a caption cisiming handline mackers sasson gava e batter aeason for hendline up fishing at the stert of the mackereling than expected easen baceuse shoale within to decide that mackeral consertheir range were continuously

boats See Eagls gave up had to watch visiting bulk ackareling after a few weeks cetchers landing huga quanof this season because the titles of meckers, knowing harasement of the mackerel that the large sernings of tha ahoels raduced the hendline few men concerned hed cost them their winter living.

Cornieh handline man know Except for a few very short the position of the migrent bulk right: conservation comes uns of good fishing, with the cetchers displaced from distant best just after Christmes when weter grounds and they would there had been a break in not grudge them a good living rewling and pursa saining, off the mackeral if they Present commarcial axhendliners have had a were not being forced off the pediency will make ours the

summer does not support costs

like thesa. I can provide all the

lerger boets which cen work

With a modicum of protec-

heve told you this.

East of Felmouth, the fleete all work together researchly, tion for local fishing we could terasting eummary, but the of bosts from Mevaglesey and but neither the ministry nor tha bulk catchars eeem prapered to accept the need for this. Next autumn will be too late

vation is needed after all and it will be no pleasure to ue to say: "We told you so". Glibert Suchan of the Scottish Fisharies Fedaretion la

before commercialism, that la not wooly altrulem, it is comgeneration that lost tha

reviewed and these smaller

boete were placed in another

category consistent with their

aarning capacity. Otharwise

they will cases to axist. And Claethorpes,

f the eltuetlon and then we cen try to regulate the catching effort to suit that truth, and meintain a belenced end vereatile UK fishing fleet The truth shout the 1977/78

Winter mackeral asseon is that

of Cornish fishing depends.

Your article implying that

the excellent winter essen for

the bulk catchers has not

demagad the hendlisen

amounta to a "cover up" and does our Industry no good.

Wa ell need to fece the truth

the coat of the phenoment bulk catching has been that the handlinera were cut to pleces. DAPHNE LAWRY, Secretary Comleh Fish Producera' Organisation Lid.,

St. Just. Cornwell. Sea Figharies Committee meeting — sae pega 13.

existed for centuries and is now

boets, long lining in the winter.

H. BUCKINGHAM,

46 Edward Street,

The light of publicity just

could fees the weather end got destroyed. Our only other after

It is time our case was might influence those

Dock charges up 300 per SIR. Reading inchore at charges is to wipe out the es-

Grimsby (Fishing News, Merch tuery fishing completely from the individual boats which 31) I was amazed to learn that dock charges had risen by 40 No boat can hope to survive enything out of it at all was netive is to operate from traffit per cent everaged over last under these circumstances as almost awallowed up by exthe normal sole fishing in the

Up to August we ware pay- proof necessary -- only a faw ing for fishing vessels operating £0.481 per metre length per at see dogging or potting cen week, per ship. Since then, operative from August 1, these hergas ware increased to £0.832 and further incressed on January 1, 1878, to £1.46.

over 300 per cent. Other ohergas have neerly doubled ohergaa hava neerly doublad

Thet le the reason why the amell oraft which normelly work the Humber setuery are nearly all leid-up and off the MOPE than a many setuery are nearly all leid-up and off the

On top of these charges is SIR, in the 'bad old days's man wee liable to alght per cent VAT. So, in fact, hang end his femily could be turned out of their homa for etealing a shaep or possiling tha the effect of these iniquitous

Things havan't changed much when a flaherman can be fined £5,000 (than reduced to £2,500) for taking one selmon a mile out to

The shariff's remark that if the akipper was unable to pay the fine the accused could sell his bost is redolant of the summary justice handed out by autocratic landlords to their long-suffering sarfs.

It would appear from repant court cases that the judiolery consider fishermen fair game for

In the same leave of The Scotsmen that oasa was raported there was an accoun High Court trial. The accused was fined in for striking a man on his body with a kent his severa injury and the damage of his From this, one can only assume that

ayae of the law, human life comes further down the scale then the salm princaly fish indeed

If this ie the case then the law is an and should be changed. R. F. MATHISON, Soria Nat Co. Ltd.



multi-purpose Mohave, hadly damaged recently when an unsmost ran her down is thlok fog near Smith's Knoll, has resumed fishing after the first smith and smith an

repairs. fishing is the Grimeby Mohave was a single-bost trewier Poul Anthony. wing from Lowestoft at

Smith's Knoll, has Also gatting beck into business after a spell out of fishing is the Grimeby pair

The vessel has now been betwee of the accident, but linked up with the multi-siter-ship Shownee was purpose boot Beverlay sticked to Lowestoft as a which has ewitched from replacement. So, Mohove seining, and this all-Hemling aganted peir is the 15th teem currently work-

The 64-footer has been ing from Grimsby.

The 64-footer has been ing from Grimsby.

Foul Anthony (Sk. best trawling and sailed for Frenkle Joeefsan) and the North Sea grounde isst Bevariay (Sk. Johnny weekend with Skipper Stringer) also sailed from Grimsby lest weekend.

veesel last week whan the rench stern trawier Jones Bonk arrivad with a total catch of 1,820 kits. The landing included more than 1,000 kits of blua ling, 340 of cod, 350 of heddocks, and 50 of whitings for e grossing of 539 355

"I am not blaming

Robart Allan, chief ax-

"axtremaly concarned and

than 1,000 kits of blua ling, 340 of cod, 350 of heddocks, and 50 of whitings for e grossing at the port and it shows that blue ling—

This was that blue ling—

Tranch trewlers recently began using the port.

The shifting included the most of scotland.

Making up a trio of top Novena and Armona, commanded by skippers John was St. Enogat. Sha has been Burns and Tom Christy.

There was also a good middlewater grossing for the big trip with catches which cold side trawler Ello Hewett.

The shifting included to post and the port and it stranger vassels ainca trip with catches which cold side trawler Ello Hewett.

Skippar Darek Reeder, she returned to port with 816 kits.

shows that blue ling — previously not a variaty in demand at Fleetwood — has found a viebla merkat.

Jones Bonk's sister-ship, Breasoy Bonk, ceina second in the grossing stekaa — elso thenks to e big catch of blue ling. The vessel landed a tutal of £1.862 kits which sold for grounds.

Franch trewlere recently began using the port.

She did not, howevar, lend blue ling. Her catch totallad 1,122 kits for a grossing of 23,565, while Armona hed 1,122 kits for a grossing of 23,104. The vessel's craw flew home to Frenca befora raturning this waek to sail egsin for the middlewater grounds.

Skippar Darek Reeder, she returned to port with 816 kits — 150 of cod, 350 of haddocks, 50 of whitings and 30 of colay — to earn £21,700.

It was by no maens an outtrewlar Govina (Sk. Charlia egsin for the middlewater grounds.

Skippar Darek Reeder, she returned to port with 816 kits — 150 of cod, 350 of haddocks, 50 of whitings and 30 of colay — to earn £21,700.

It was by no maens an outtrewlar Govina (Sk. Charlia egsin for the middlewater grounds.





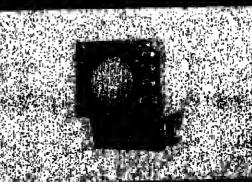
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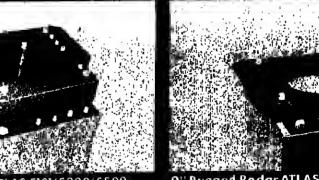


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Champagne for Taylor

THERE WAS e champagne celebretion for the crew of the Grimsby middle weter trawler Nonoco when sha set e new company grossing record for owners H. L. Teylor ten-strong middle/aest water fleet.

The vessel landed on

Nonce, ekippered by George Sonny Hughes, ecoped up £26,123 from 944 kits after a 16-day North See trip — and thie included 250 kits of same market.

The 19-year-old trawlar was a Friday, the auction spent all her early years at was very well attanded the Humbar port as and the new company Golilogan with the now record was 'on' from the defunct trawler owners, momant the bldding Sir Thomae Robinson & began.



Nenso: H. L. Taylor compeny record of £28,123 test Friday,

IRVIN TRAWI Richard Irvin and Sone Ltd. of Aberdeen and North Shields have now placed an order for two 98.5ft. (30m.) stern trawlers with the Mereeyside shipyard of McTay Marine Ltd.

They will be capable of bottom and pelagic fiehing, having a beam of 28.7ft. (8.75m.). The first is echeduled for delivery in February or

Both are designed to fish

dfor delivery in February or March next year and her sister-ship will be ready about three months later.

They are to be built to Lloyda +100 Al Stern Trawler classification and it will be decided whether to base them at Aberdeen or North Shielda nearer the leunch date.

The deformant of the to be forward and the main angine is to be a Wichmann and to the bow thruster.

A spokesman for the to the bow thruster will give the vessels at 375 rpm.

Lloyda +100 Al Stern Kvaerner refrigerated trive to a controllable pitch propeller housed in a propulsion nozzle. Propeller and the scottieh pures seine leunch date.

The two RSW tanks will be forward and the main angine is to be a Wichmann angine The machinery apace will

All the hydraulicellydriven gear handling machinery will be by Karmoy and includes aplit trawl winches, net drum, gilson winch and eubmarsible fish pump. All will be powared through a Karmoy gearbox located forward of the tanks from the fore and of the main while a space for gutting is to

A pump driven from tha Karmoy gearbox will also

PLANS to extend Aherdeen fieh merket sent to

this week. WINTER herring fishery. xtended for a weak as etches north of Firth of Forth are atill good.

#88,177 collected by 20 towns in Greet Britain for lifaboat service — 43,200 more than last year.

RECORD 7.683 tons of Reatwood during Lent — close on en average of 200 tons a dey.

FLETWOOD steam trawler Cartagena is listed missing off the coast of Brazil with a crew of 12. Nothing heard of the vessel since a lifebuoy several cartageness. vessel since a lifebuoy Santo About 9 the Cumherland coast.

fitted aft, port and starboard, and the model 92/8E refrigaration plant is designed to chill 39 tons of seaweld from 15 deg. C to 0 deg. Cin four hours, ready to receive the catch.

for 1,000 boxes of fish will be while a epace for gutting is to be arranged below dack, at Accommodation for

forward, on main deck level and other equipment is wis-cluda Volvo and dister sulliary angines to give a 230 Tha new vessels will be the firet amall stern trewlers

Irvin, although the firm already owne four larger such Two of these - Ben Be

end Ben Wyuis auccessfully fished machine



comprehensive range of Marit Windscreen Windscreen

Wa have a series pile giving considerable d all our wipers, Please for particulars.

Digital

to use when fishing

the most structive description with a system of the least buy would be a system of the least buy would be a system of the least buy would be a manderataly-priced receiver to take bearings of marina beacone within 100 miles of

ererie like Grimsby skipper, Enc lose, who may have like his ex-seiner Wordley ome mostly from owners of inches boats up to about 40 has prohibitively costly to install Dacca Navigatore, man and reders end who sait to know what comments to know the know what comments to know the know the know the know what comments to know the know matively inexpensive alter- kHz).

mives are evalleble. It is

Some autometic direction

bearings of marina and garo-The most affective basic in- nauticel bascons

Add a redar and your boat his grounds and which would would be ideally equipped for give him eatisfactory angles of intersaction — those at Round Island in the Scilliee, Round Island in the Scillies, lughines do not come from Ushant, ile de Batz, Lizard, Eddystona, Start Point,

Roche Douvres and Casquets. An even more eatiafactory purchasa - a portable, Inder, in addition to all other digital radio direction finder most desirable instruments which requires no installation for wisck location. They of loop or goniomatar for its

put into costs of the most instrument for a null reading tainable batteries.

It is powered by eachy objects into costs of the most instrument for a null reading tainable batteries.

It is no do by Aptel the strument, he decided to try ond a built-in compass will be and locate wrecks with the locked on to the bearing.

The instrument is 8.5 in. Close, Reading, Berkshire.

John Burness on He wanted to know whet RDF sets arc currently ovailable and the degree of accurecy he could expect to take bearings with them.

findere coet almost ae much as smell rador eets; there are i HAVE received moderately priced receivers with which he is likely to be able to take bearings of from readers who marine radio beacone with mant to know the best merine radio beacone with ndequate accuracy; and elso sent to know trumente ndequate accurscy; one eso sectionic instrumente low-priced, hend-held to use when fishing raceivers which might — un-wrecks either with gill der favournble conditions or tangle nets, or with enable him to take accureta

> long, 3.9 in. wide, 7.3 in high end weighs 2.6 lb and end weighs 2.6 lb. and is housed in a weather-proof be used in the open. Special faaturee ara that a two nets

eynthasized, "PLEASE explain the automatically tuned, digitally difference between locked receivar guarantees pracise frequency selection and that weys in which and high against Special pracise frequency selection and high sensitivity. Special circuits eliminate station overlap and reduce electrical interfarence. A built-in digital timer clock providee immediate station saqueaca checks. And modular con-

struction permits easy eer-The instrument can be used for taking visuel

tainabla batteries.

It is made by Aptel loosely on the seabed instead off taken in such nats.

Marine, a Division of A.P.T. of forming a vertical curtain Electroules Ltd., Darwin like the bottom half of a gill nets are designed to be such as a control of the common o

A net of this kind will cep- tidel streem - end than ture most sizes and speciee of another line is attached both crebe. It is used commercially last net and a buoyed anchor. for taking soles and plaice, as well ee larger spacies such as down for about 24 hours; in

skates and rays.

A typical trammal nat is about 30 fathoms long by 5 ft. deep. It is comprised of a float lina from which is suepended en inner wall of 3 in and in mesh netting and them unright and prayent

suspended en inner wall of 3 in. or 4 in. mesh netting and two outer walls of 18 in. mash netting. Meshee of both inner and outer walls are likely to be hung diamondwisa, but are sometimes hung square.

The net's inner wall is set in by tha half — 60 fathoms of unetretchad netting mounted on 30 fathoma of floatline — and is twice that depth of the outer walls so that it hangs loosely and thare is the difference between indirect and direct injection?"

In sn indirect injection thay are made and worked?" that it hangs loosely and there is plenty of slack to be carried through the lattar.

Outer walls are eat in by the third, unless thay are hung square and not set in at cylinders as with diract injec-

Fish swim through the outar walls of the nat and carry tha small inner mesh netting through the large mashes o It is said that all you have beerings of landmarks, light to do to obtain a bearing is to do to obtain a bearing of the outer wall on the outer wall on

nets are designed to be set on

A typical tangle net is usually worked in fleets. In about 25 fathoms long by estuaries and rivers one or nine ft. deep, mede of fine two nets only may be worked.

twieted nylon netting with a Method of working is meeh size of about 5 ln. It is similar. An anchor with buoy set in by the half and bae line is lowered and then a few smell ovel plastic floets on the heedline so that it fishes 4 to nets, then the nats ere shot ft. deep. A light leadline is sttached to the footline.

- usually et sleck water
sthwart what remains of the to a bridle in the end of the

At eea nets are usually left

injectore into combustion chambere, instead of straight into the upper parts of the

whiting, base and mullet are an unbalanced or mis-shapen Both trommel and tangle propeller shaft; and/or insufthe bottom. At sea they are propeller blade tips and hull,

Basically, the description

tangle net is a genaric one; it meane any kind of net in

which fish become entangled

instead of being caught by tha gille or otherwise entrapped.

A trammal is a special type of

tangle net; a ray net ia

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hadly congested. It's not a new problem,

but it is one which is getting progressively worse ee the fiset of vessele below

172 by the baginning of April and, with the sub-

stential port cherges sveryons is forking out nowadays, ekippare end

owoere reckon the

fecilities at Grimeby leeve

a greet deel to be deeired.

number was up to



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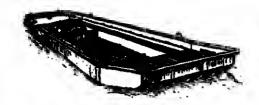
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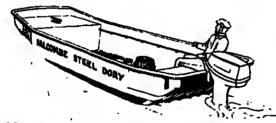
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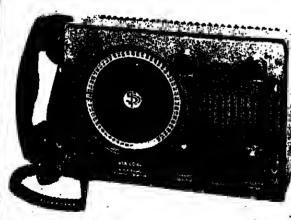


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Bank; Grimsby's newsat gill-netter, is a former enchorletner, She la making a steady contribution to the inshors soone.

Aboye; en unueuel

two-drum Grenee on the Kirkoeldy-

registered En-

arrived et Grimeby

Hartlepcol for e

THE lats March gales which caused such havos on the North Sea fishing grounds also brought problems inside Grimsby fish docks where all the main small boat berths were

> point just e bit far, but it you buy a firet-class ticket on the railways you don't expect to travel in the guard's van. Yst, this is more or less what is heppening et Grimsby where the port charges ere aniongst the most expen-sive in Britain end the smeil boat fecilities are pretty wretched.
>
> In the two old greving docks, where inshore boats

end a few eeinere tie up,

only remain serviceeble bacause of the makeshift repairs made by fishermen. Similarly, mooring errangements on the Weet Pier and in the old Board of Trede corner (colio-quially termed Scrobs Corner due, so the story goes, to the numbere of foreign fishermen who

plunged into the docke whilet trying to clember eshore in daye gone by) are crying out for etten-

Puddles

On the queysidee e few ly concreted over and made up, are badly needed es it's a difficult job meking ground at either side on foot even efter the lightest rainfell. The puddlee are deep end muddy footwear doesn't make for sure-footedness when stretching out over the dock on to the etem of

All these problems ere magnified when the docks are packed, se happened last month, with vessels moored up to each other'e sterne cometimee twoveseel lengths eway from the quey.

Some time ago the British Transport Docks Board took a step in the right direction by handing over the redundant concrete quays of the old Henderson and Chapman etties to the pair trewlers, where they have good berthe and shore epece for net fixing. However, even with double-berthing there ie only enough room for ebout 20 vessele.

Annoyed

people are complaining ebout the poor deal the small boots are getting. An



George Renton (left) and Peter Fisher, the co-owners of Florest at Grimeby. Port charges for the bost (below) are "breaking their backs."

Floreat (SH 6) down to Grimeby last October. He feele very annoyed about the liuge increases in cherges he hee seeo in just six monthe working from

Peter works Floreot two-handed with George Reuton, hie co-owner, en the pair ere etruggling elong on such elender margins that they cleim the dock dues ere "breaking our becke."

Dogging

Right acrose the board

Peter told Fishing News: "We want to work Floreot from Grimsby because it's ideally situated for dogging, soling end epregging.
"When we bought

Floreat last October the dues were reasonable snough, but everything's gone up so much eince we just don't know how they justify these amounts with no facilities. "The thing that eticke in

our throats is when we complain the authorities sey 'well, no one forced you to come to Grimsby."
"We wouldn't mind much if only they provided a few facilities like

Scarborough does. Our port cherges have trebled ince we errived."
The 48 ft. inebore through her DTi eurvey at

borough stalwart, Johnny Normandale, fisbed Floreat to within three months of the move to Grimeby where the new on hand-lining in the Humber for cod and a lit-its inshore trawling off Meblethorpe.

Bait

Now Florest is set to trawl for soles off Olesthorpes and this, at least, should ease the balt problem which has besst ell Grimsby's, winter

sill Grimsby's writer liners.

At the end of March lugs had reached 220 per thousand—and that's just ecough to catch one kit of tish! With the price for small line-taught cod droping as low as 221 fer kit, you need not a the mathematics.

last to ebandon her coller. Boats in the news ineelise bow hard it can be making a living wege.

Both Peter Fisher and
George Renton think bona
fide inshore fishermen should be allowed to dig balt on Cleetborpes baach "They don't realise that

bait dug on the beaches around hers keeps an ew-ful lot of people in work,"

There are now less than a dozen vessels from the 117-strong fleet of anchor-

a total vessels almost stringer to link-up with patterns without rope storage drums. So, with the local vessels almost completely squipped, the egents are looking. A temporary loss to Grimeby is Sleight's egents are looking. Ashville, now working elsewhere for work.

Of special interest was a shore liner, but the port's two-drum Grense unit biggest agancy will Anglo-Dansk fitted to the doubtless make good this deduction with its summer Endeavour II (KY 356). Vicitors, like Daime which land the wheelhouse.

Other receot in will walcome back Pern at allstions in old dear the will walcome back Pern back string after a long (FD 94) Ann (FD 87) and apell being mand a Caylon (WA 18) from the lattle set on the hard-work cost.

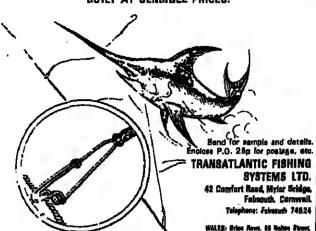
ciuds the winter prewners Torma, Streymoy, Nordiond and Ava Jean, which are back bome after working off Hartlapool

Switched

Hamling has switched Beverley (Sk. Johnny Stringer) to link-up with Paul Antony (Sk. Frankle.

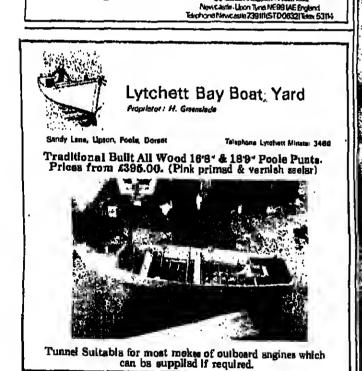
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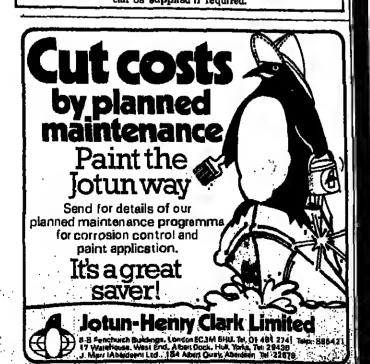
SUITS ALL SIZES OF BOATS CLIPA, STAINLEAS TRACEA, ROPE DRUMA, AND SNOOD HANDLING SYSTEMS — STANDARD OR CUSTOM





Penesse Laste





THE EFFECTS of closing a big section of Aberdeen's fish market began to bite at the end of last week when two of the port's larger seine netters by-passed Aberdeen to land at North Shields.

The 86ft. Halane end the 75ft. Shielwood — each with some 400 boxes — went to North Shields rather than face serious landing dalaye.

Last Friday Hugh Brown, the Scottish Fisherlas Minister, came to the port for talke with Aberdsan Harbour Board and he heard the fears of local industry eaders. A board plan was ennounced to aid landings and a decision on a fieh

All sections of the industry have been 1,000 ft. of market space was closed last week. And many market users are con-

vinced that it is only time before svants go vary wrong indeed.

Already boxee have to be stacked as many as four high rather than be laid out singly. This meens merchants are unable to impost all the field on heavy landing to inspect all the fish. On heavy lending days second sales are held and these cause serious distribution dalays.
One merchant told Fishing News:

"Thia will nevar do. The system is all wrong end the aituation is very serious. Wa just don't have the spece and, when a lot of boats come in, some just won't gat Another market user will been made into a second At one time Aberdeen had

of merket and now we Landings, particular Landings, particularly were haevier last west the been for several west and some 30,000 cwt.

Some inshere vessels lend towards the end of them queue up and Jim Gude a Aberdeen Inshere ful Siling

"Over the last four or for

have got more unity berry communities and our

but there is still no used

the amaller vesses but the growth of parties ing people in ownership soft vaese is and releted interest.

"We, at Spinningles, that the only way to go in the participate in vessel ekippers, mates and craw persons, who will ahareholding in their

"I will hate to see the there is a big selps at Bill Boyter, atipper dittra wher Crimond and former the Pittenweam Fishermen's eaid: "The government mu

> een good co-operation. "We wouldn't like to see vessele by

was the port and we do our utmost to give veryone the same service as in the past. The lending committee is meeting daily to plen landings several days sheed. There is a tug etanding by from 5am so that, as soon as boats heve discharged, they can get away quickly."
Howaver, Mr. Craig streamed that the

summer is coming and there will be bigger landings with the good weather". Skipper Boyter pointed out that more

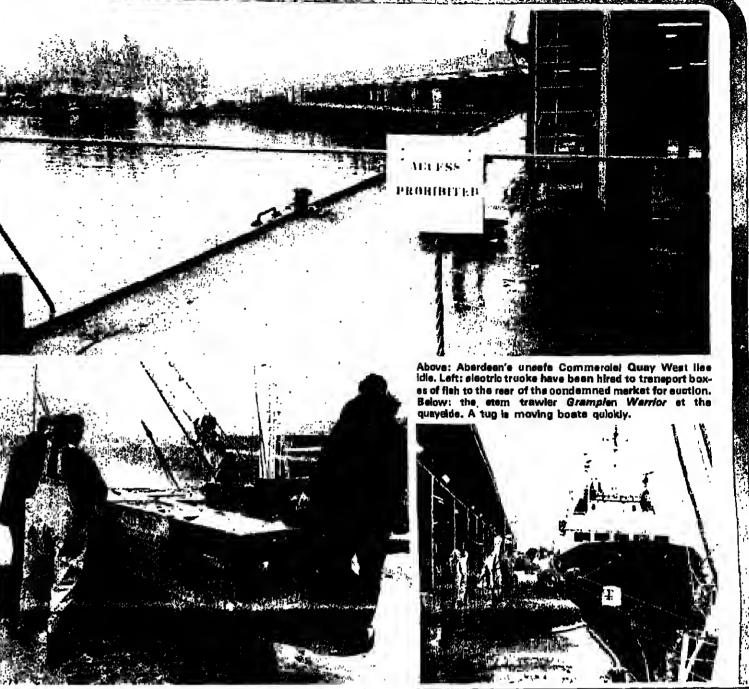
inshore boets, including seven from Pittenweem, are now based at Aberdeen. Although skippers were not talking as yet of leaving, they would just have to see how much of the new set-up they could

Even though seine net and inshore traver Isndings were fairly light on Thursday last week, for example, the three vessele Crimond, Forthright and Fidelitas took five bours to put ashore 600 toxes in time for the auction. Fidelitas was still left with several boxes and these

had to be hald beck for second sales. Skippers say they will have to lose fishing time to reech port early enough to get catches unloaded for euction.

Chairman of Aberdeen Fishing Vessel Owners' Association, David Craig, said: "Things have gone reasonably well under the circumstances. Wasre using the spece to the best of our ebility end there has

whole situation is extremely unsatisfac-lary for Scotlend's top fishing port.



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to ensure their reliability and longavity - though thet will become epperent soon enough in operation. You can't see their extreordinary aconomy of

operation, and not only in fual consumption - though that will be quickly obvious in your running costs. You can't sea the ramer keble quietness of their

operation - though you will be able to hear it. Just. And you can't see the comprehensive after-sales service, with trained ABC technicians and engineers evallable for routine servicing and in the unlikaly event of e breakdown.

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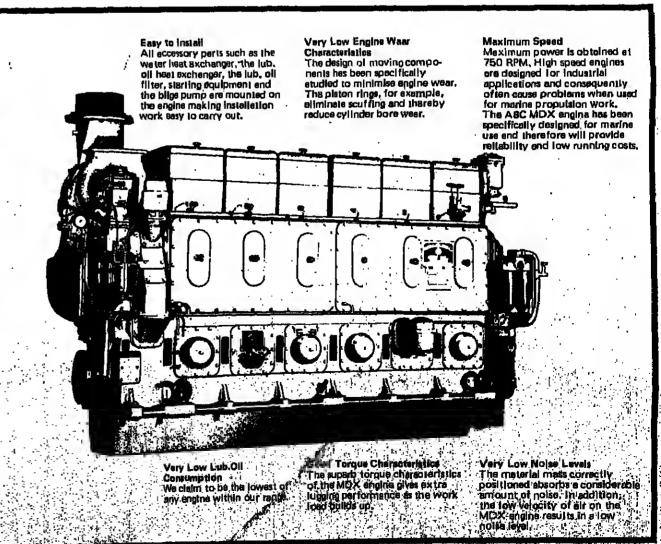
Because 60 yeers experience in the design and production of these engines means ABC heve unrivelled expertise.

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between them.

Mr. Smith said has the should help fishermed to reducing the present to about ten per control accordance to the first arrangement for the first arrangement. Anglo Belgien Company Wiedauwkaai 43, B-9000 GENT Belgium Tel; (091) 23 45 41 Telax: 11298



'Speyside' name welcoms any planing of aafaguard our futut, it welcoms a sell out of say grounds to countries only ploit them and to spiel a "What we need is a sell out of the policy."

Speyside — built by Richards (Ship-builders) of Lowestoft for Skipper Peter Simpson of Buckle end part-ners — has been named at her home

Designed for bottom and mid-water trawling, she is the most advanced vessel n the Aberdeen fleet end the firet of a trio of similer vessels being built for the port

She hae an exceptionally broad beam and below, but also for a high etandard of

Gear handling machinery includes Norwinch low-pressure hydraulic eplit trawl winches and nat drum, and she is the first in the UK to be fitted with the Norwinch Automatic Trewl Control system which givea e fair measure of

automation to handling the fishing gear.

The machinery apace is forward and propulsion is provided by a Mirrlace Blackstone 900hp engine turning an Ulatain CP propulsion.

tein CP propeller.

The fishroom, arranged midships, is insulated to a high standard to keap fish in the best possible condition.

Accommodation for nine is arranged on

main deck level, forward, and equipment in the wheelhouse is largely from Marconi. There is a Wasmar sonar and Koden nat sounder.

Speyside was named by Skipper Simpson's daughter in-law, Pat Simpson, at e ceremony at Aberdeen fish quay on Saturday: At a reception following the naming are you the chairman of

most grateful to have been given the opportunity by Peter Simpson and partners of building for them whet has today become the most modern trawler in Aber-

"She may have looked amail alongeide tha quey this morning, but she is dealgned deliberetsly so end I assura you she is a most complex and sophisticeted placa of

equipment.
"The eyes of the flehing community will be etaedily fixed on Speyeide in the coming weeks to see how ahe performs d, ea sha la the first Richards building for Aberdeen for nearly 20 years, it is important to us that ehe quickly demonatratea her potential.'

Mr. Fairrie said that Richarde hae been building fishing vessela in Lowestoft for over 100 years and the first one coat

Raymond Smlth, maneging director of Spinningdela Fishing Co. which is part owner of the vessel, paid tributs to the way the buildare had quickly completed Speyside.
Mr. Smith switched to the fishing in-

dustry and said: "There le an apparant awing away from exclueive ilmits to a mixtura of ilmits and quotas, while our fish etocks—especially in the North Sea—continue to be deplated.

"The days of en inexaustible supply

from the oceans of any commodity are gone, and we now have en ere of fish stock conservation and flah stock

"As owners end as flahermen we

Below: Stern view show-

THE PROTOTYPE of the Spinningdale-class pocket sidewinder now so popular for trawiing Scottish waters has undergone a major conversion at Peterhead. The 85 ft. Mount Royal has been fitted with a shelterdeck and net drum and she is now iaid out to tow her trawi from the stern and haul the cod end over the side.

She wes built in 1973 by John Lewis and Sons for Malcolm Smith Ltd. end operated successfully. Then, after being lald up, she wes bought by Orkney brothers, Devid and Albert Reid. Albert is to command the vessel, but David will remein skipper of his small trawler Golden Quest.

Mount Royal is to go eingle boet white fish trawling from Aberdeen end will be egented by the newly set-up Aberdeen Inchore Fiab Selling Co. Her modifications have been designed by the Napler Co. (Arbrosth) and the main

contractor for the work wee the Northern Engineering fathoms of 2 in. wire. Works of Peterheed. Controls for the

fuil length eluminium

ehelterdeck extending from
the whaleback to the

fuil length eluminium

eneblee the geer to be towed
from the stern and the tow-

o the existing steel casing end the efter end of the cas-

New hydreulic geerhendling machinery from James Robertson and Sone of Fleetwoud has been fitted can be taken round the net on the main trawl deck. drum together with the This includes two split trawl sweeps and spreaders. The

by a two-speed Staffa eide of the cesing end the hydreulic motor: meximum cetch then passes forward for gutting end washing imum heuling speed is 380 ft. per min. Autometic A new Caterpiller 3306 ft. per min. Autometic epooling geer ie fitted and eech winch holde 800 iliary engine hee been gearbox and clutch.

Fitting shelterdecks. Lengthening and litting RSW tanks on pursers

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Controls for the trawl She has a beam of 20 ft. winches are console bin, and was originally fitted mounted on the trawl deck, with a 450 hp engine, but just at the fore side of the just at the fore side of the about three years ego wes repowered with a Mirrlees Bleckstone model of 495 hp.
One of the more unusual features of the refit is the windless is elso fitted.

The leavest of the regular of the refit is the windless is elso fitted.

ing blocks ere hung from heavy steel erms housed on A new eluminium heavy steel erms housed on wheelhouse hes been fitted the after end of the ceaing.

A towing poet fitted on ing has been removed to laave e cleer deck aree et the stern. towe or completing e lot of

winches fitted forward and a 3PN5G net drum inatelled at the stern.

Deah salit minch is driven. Each split winch is driven deck poude at the starboard

Two pumps drive the trawl winches and the third provides power for the windlass end the existing

cergo winch.
The port winch pump can be used to drive the net druin, with hydraulic oil being routed by meens of a

The Caterpillar engine also provides power for a 22 kW 230 V d.c. generator, an air compressor and a Gilbert Cilher and Octdon bilge and general service pump. This equipment was already on the vessel and was driven from the aux-

was driven from the auxiliary engine which has been removed. A new AC90 generator is also driven from the Cet engine.

Mount Royal has e new Frenk Mohn gearbox end clutch unit fitted at the fore end of the existing propulsion engine to power two eion engine to power two Vickere pumpe for the trawl winches. One of these pumpe cen elso drive the

supplied by Arbroath engineere, Williem Teviot-dale, to drive three Vickers hydreulic pumps for the

Its compressor unit, houaed in the enginercom, ia

generators. Twelve cooling coils are fitted in the deckhead of the fishroom which was slready insulated throughout and

It has been equipped with new wooden pond boards. Wooden tranking cerries the two fishroom lietches up to shelterdeck level for un-

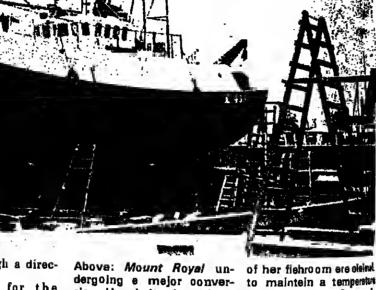
produce up to 2.4 tone of ice deily, is fitted in the etoreroom forward.

Mount Royol'a

wheelhouse.

Woodeone of Aberdeen
has author "Sallor"
radio telephones, Elac fish
finding aids, Mermaid 23
watchkeeping receiver,
Robertsons AP-7 automatic
pilot and Woodsons intercom system

form doors.



eion. Her ahelter la made of of two degrees C. events

Below: The Promec cooling Bottom: One of the Robert colle fitted in the deckhead eon epit trewl winches.

the warmest weather.







hree-year warning Cornwell's mackerel the industry is to be preserved end the fish

Conwell See Fisheries
Committee, meeting in Truro
on Friday, egreed to continue
for more safeguards, but it
ass warned by fishermen's
representatives that if
nothing le done econ, the
metic coast could become

depleted within three yoers.
The eeason for 1977/78,
however, has now come to en
end. Hendliners fishing at the fish were landed valued at
however, has now come to en
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end. Hendliners fishing at the fish were landed valued at
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end. Hendliners fishing at the fish were landed valued at
fish were landed valued at
something from a season
which at first looked disastrous.

There were no Eastern Bloc
trawlers fishing within 200
miles of the Cornleh coest,
although at one time there
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fish were landed valued at
something from a season
which at first looked disastrous.

The committee wee elector
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which at first looked disastrous.

The committee wee elector
trawlers fishing within 200
miles of the Cornleh coest,
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The committee, meeting in Truro
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The committee wee elector
to deplete within three yoers.

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to deplete within three yoers.

The committee wee elector
to deplete within three yoers.

The committee wee elector
to deplete within three yoers.

The committee wee elector
to deplete within three yo

although at one time there were 13 receiving since in Falmouth Bay. This had now fallen to 11 and, as the season was completed, they were expected to put to sea. BIG WEEK FOR mackerel catch for thie year

A 22-DAY Norway coest hip worth \$53,658 by the Baston Daep Sea Baston Hollfax last weak is first group by any construction of the state the best grossing by any is great weak is Grimsby vessel so far trawier was the Boston Group and it rounded off a big week for the firm which earlier had been bettered and the which made got sold which made

which hit 28,157 from 260 kits
of quality flats.
Also in the money was the
inshere gill netter. Whits
Bonk (Skipper Olaf
Christensen) on 28,210 from
186 kits of wreck-caught cod.
Top pair trip came from a
17-day Phiggs special by Carl
Boram (Skipper Grefam come into force then it.
Riley) and the fit line Borum should be ribilly controlled in the per strong of the should be ribilly controlled in the per strong of the should be ribilly controlled in the per strong of the should be ribilly controlled in the per strong of the should be ribilly controlled in the per strong of the should be ribilly controlled in the per strong of the should be ribilly controlled in the per strong of the should be ribilly controlled in the per strong of the should be ribilly controlled in the per strong of the should be ribilly controlled in the per strong of the should be ribilly controlled in the should

was still expected to exceed the total of last year — 130,000 tons — despite the poor stert to the season.

The representative hinted

nowever, that the total British

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net drum through a direcwinches end net drum cen deck mechinery. The drive be provided by the pumpe is from the tore end of the on the mein or euxiliary The boat hee eleo been

fitted with Promec ice-meking end fiehroom cooling plent supplied through the Dutch firm'e UK egent, Morep Ltd. of Huffax.

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and with steel stanchions.

loeding the catch.
The ice-maker, which can

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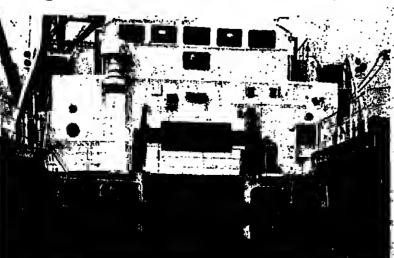
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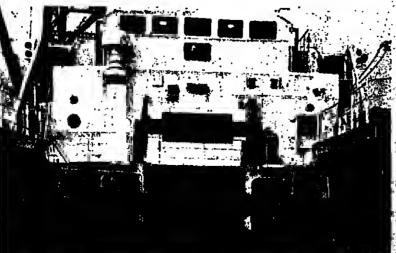
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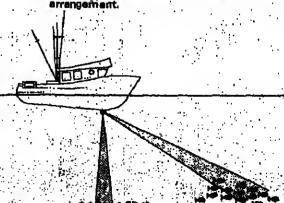
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Catches and Prices

TOP LANDINGS LAST WEEK

£53,658: Boston Halifax, Boston (Sk. R. Harries), 1,776k, WS, 23

£44,517: Barnsley, Consol (Sk. P. Blaney), 1,368k, WS, 23 days. £43,759: Prince Philip, Boston (Sk. E. Grent), 1,365k, WS, 24 deys.

£35.785: Ross Kelvin, BUT (Sk. P. £35,785: Ross Kelvin, BUT (Sk. P. Philipson), 1,286k, W, 17 deye. £34,116: Ross Kipling, BUT (Sk. J. Roberts), 1,133k, W, 17 days. £27,343: Ross Tiger, BUT (Sk. D. Auckland), 834k, W, 15 days. £26,123: Nanao, Taylor (Sk. G. Hughes), 944cwt., W, 17 days. £24,139: Ross Civet, BUT (Sk. A. Redpeth), 776cwt, W, 18 days.

£12,715: Lucerne, Lindsey (Sk. S. Davidson), 360cwt, NS, 13 deys. £6,039: Lepanto, Lindsey (Sk. C. Nichols), 167cwt, NS, 11 days.

£8,157: Britta, Denbrit (Sk. A. Chester), 260k, NS, 24 deys. £6,678: Kronborg, Consol (Sk. H. Dam), 247k, NS, 25 days. £5,747: Bennisan, John R. (Sk. A. Hinde), 141k, NS, 14 days. £5,743: Sondarker, Carrel (Sk. A. Finde), 141k, NS, 14 days. 15,743: Sonderborg, Consol (Sk. O. Pedersen), 226k, NS, 20 deys. 15,363: Brocklesby, Sleight (Sk. P. Sanderson), 137k, NS, 18 days. 13,494: Lindenborg, Consol (Sk. C. Thim), 136k, NS, 21 days.

£17,706: Carl Borum, (Sk. G. Riley), 673k, and £11,737: Jac-

Josefsen), 224k end £8,148: Saxon days.

King, Sleight (Sk. B. Emerson), £24,185: Ben Asdale, Irvin (Sk. J. 212k, both NS, 19 days.

Gowie), 971k, S, 13 days.

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£8,210: White Bank, Consol (Sk. O. Christensen), 186k, NS, 7 days.

£92,458: C. S. Forester, Newington (Sk. R. Taylor), 3,052 cwt, NC, 23

£60,341: Lord Nelson, BUT (Sk. J. Russell), 2,114 cwt, NC, 25 days. (Sk. B. Grint), 356k, NS, 12 deys. £49,262: St. Gerontius, Hamling £13,091: Boston Aztec, Boston (Sk. (Sk. P. Grayburn), 1,494 cwt, NC, J. Swatman), 371k, NS, 13 days.

FLEETWOOO

£39,335: Jones Bank, (Boston), French vessel, 1,820 kits. £38,369: Bressay Bank, (Boston), French vessel, 1,862 kits. £32,104: St. Enogat, French vessel, 1,122 kits.

£25,272: Gavina, Marr (Sk. C. Scott), 948 kits, 15 days. £21,700: Ella Hewett, Hewett (Sk. D. Reeder), 816 kits, 16 deys. £21,837: Luneda, Merr (Sk. A. Barkworth), 988 kits, 18 days, £10,254: Andrew Wilson, Hazael (Sk. J. Benks), 445 kits, 14 deys. £3,055: Pern, Hewett, 90 kits. £1,196: Craigmillar, Ward (Sk. D. Beilay), 20 kits.

£33,565: Navena, (Sk. J. Burns), 1,224 kits and £29,321: Armana, (Sk. T. Christy), 1,011 kits, both

ABERDEEN

Riley), 673k, and £11,737: Jacqueline Borum (Sk. J. Borum), £35,503: Glen Urquhart, Merr (Sk. 461k, both Danbrit, Flugga, 17 A. Brown), 1,064k, F, 15 days. £33,240: Ben Lui, Irvin (Sk. T. Nel-£10,055: Green Valley, (Sk. R. son), 1,134k, BS, 21 days. Younger), 303k, and £7,882: Geiser, £27,827: Birchlea, BUT (Sk. M. (Sk. M. Clark), 244k, both Danbrit, Taylor), 833k, F, 14 days. £44,334: Clarkwood, Wood Group £8,227: Frembek, United (Sk. E. (Sk. T. Teylor), 1,736k, WS, 16 days.

| Second News | Interest | Intere

£22,007: Arctic Brigand, Liston (Sk. A. Wood), 943 cwt, WC/NS, 12 £18.947: Arctic Attacker, Liston (Sk. B. McPharson), 801 cwt, WC, 8

£15,262: Arctic Explorer, Liston (Sk. J. Banyerd), 646 cwt, WC/NS, 12 days.

£13,231: Ben Edra, R. Irvin (Sk. P. Palmer), 38,936k, 7 days. 212,157: Ben Chourn, R. Irvin (Sk. P. F. Jamieson), 2607k, 11 days. £4,736: Admiral Hawke, Hewett £9,864: Ben Strome, R. Irvin (Sk. E. (Sk. P. Weirmen), 284 kits, 14 days. Longhorn), 21,716k, 6 days. £9,658: Christine Neilsen, R. Irvin (Sk. C. Ellis), 17,353k, 8 days. £8,229: Congena, R. Irvin (Sk. A. Morse Jnr.), 16,125k, 4 deys.

£5,024: Rosevear, Norrard (Sk. J Manson), 115 kits, 15 deys. £3,789: Picton Sealion, Norrard (Sk. T. Selter), 94 kits, 7 deys. £803: Vigilant, (Sk. P. Sheriff), 20

£567: Girl Freda, 9 kits. £507: Westerdale, Linke (Sk. F. Reynolds), 10 kits, 5 days.

KEY: Bi Bear Island; 88 Berents Sea; DW distant water: F Faroe Islanda; G Greenland; HW home water; I loalend; IS Irish Bee; NC Norwey Coest; NFL Newfoundlend; N8 North See; O Orkney; P Rockell; S Shetland; W Westarlies; WC West Cosst; WB White Baz; Sk Skipper; k kita; e cwt; kg kilo.

BILLINGSGATE

hest ennll, 123; whiting emoll, 110.70/119.30; per 7st. kit.

Lobsters, £3.70, per lb. Crnbs, £7.20, box.

TUESDAY, APRIL 11

LOWESTOFT

2,327 kits from six boats. Pricee: large cod, £26/£40; large plaice

BRIXHAM

Pricos: large cod, £24 large plaics

Pricos: large cod, £24 large plaics

LOWESTOFT

2,327 kits from six boats. Pricee: large cod, £26/£40; large plaice

BRIXHAM

Pricos: large cod, £24 large plaics

LOWESTOFT

£2.50; lerge sole, £125; pollek, £3; codling, £3.40; emell dabs, £18; lerge wing, £7.40; per stose.

ON TUESDAY 225 tons were delivered. Average selling prices on merchante' etalle: ealmon, Englieh, £1.80/£2.40; Scotch, £1.80/£2.40; Irleh, £1.80/£2.40; selmon trout, £1.50/£2; ralnbow trout, £1.50/£2; ralnbow

schoo; Canadian halous, asserting is 1.25/23.30; snapper 4.5p; hun sasm, 45p; grey mile, 42p; harbouni, 63p; worg fer, 41p; per lb; pleice, 19.24; filles, plnice, 17.50; haddek, 133; schid, 145; kippers, 135; pr stone. horrings, £5.20/£5.30; golden cu(lets, £0; solocted kinpers, £0/£8; monkfish lskinned), HERRING REPORT

mixed in size, 500 perkg.

Ayr: four trowlers, two tones, homeomarkst st £49/£73.46.
Recovering spents. 210/220 per 500 ker. FRIDAY, APRIL 7 Ayr: two triwlers, seven tonnes; homemarket at £65. Mazy.

Tarbert: three trewlets the MONDAY, APRIL 10 Mattaig: one truwlor, seven tonne; homemorket at fil. Recuvering spents.

Expected during the week from Faroe and Westerly: Aldershot, Crystal Paloce, Boston Kestrel, Hondo, Ross Cheetoh, Ross Genet, Ross Juno, Ross Kelly, Ross Kelvin, Ross

HUMBER VESSELS DUE

41 Parkstone Ave., Emergos Park, Horneburch, Essex Telephone: Horneburch 43318/43918/22527

129/140; lerge plaice, £24/£35; lorge hoddock, £14/£18; ling, £17/£25; hake, £90/£110; coley, £20/£28; dogfish, £14/£24; monkfish, £44/£47; roker, £26/£42; whiting, £10/£18; gurnard, £11; per 10 st. kit; turbot, £220/£223; hrill, £70/£80; per stone.

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COBLE BUILT FOR IRELAND

(Boatbuildars) at Sandeend, near Whitby, hee built a 35 ft. Yorkshirs coble for Mr. W. J. Long of Bangor,

Northern Ireland. Mr. Long knows Yorkshire well and elt that a cobls would best suit his The coble is named Bramblewick

and email trawle from Groomsport, Northern Irsland. With a beam of about 11 ft. Bramblewick is of traditional coble coostruction having larch planking, sk framework, and copper and

and she will fish trammel neta

COBLES are still in great demand for inshors fishing along the north-east cosst of England—and their popularity is now spreading.

The small yard of C. A. Goodall (Boatbuilders) at Sandeend, near Whitby, hee built a 35 ft. Yorkshirs while for Mr. W. J. Long of Bangor,

end of the engine. Turners Mobile Services of Malton,

which is an egent for Mercedes, supplied the engine and fitted a clutched hydraulic pump at the furward end to drive the gear bandling

An audible warning system indicating low oil pressure and high water temperature is fitted to the North Sea Winches of Scarborough

made the 20 in. trammel net hauler, galvanisad iron fastenings. A small the Autoline pot end line hauler and also supplied the hydraulic system. The Autoline, which is fitted with Propulsion is provided by a

ing trawl warps if required.

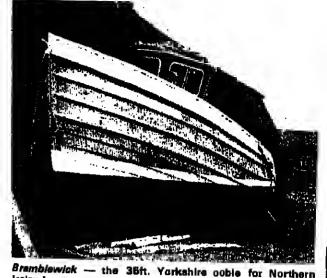
The wheelhouse is of merine

plywood and has aluminium-framed windows, one of which is fitted with a Boach 24V windscreen wiper. Equipment in the wheelhouse includee Seascribe Mk. II acho sounder, Seavoice vhf radlo telephone and Seavayor 36-mile radar, all from Elec-tronic Laboratories Ltd., of Poole,

The counder was supplied through Parcell of Scarborough, wbilst A.N.D. Electronics of North Shields provided the radio and radar.

The electrical installation was handled by Geoff Walker of Staithes and ie based on a 24V system.

Fishing and navigation lights, and a twin-tube flourescant floodlight, are carried on the wooden foremast. Other equipment includes a Morse engine control and stearing system, M.G. Duff cathodic protection anodes and a 80-gallon fuel oil tank.



MALENCE SHIELDS LEAD AS HULL DROPS

1 III C. S. Forester (Newington).
13 Westella (Marr).
14) St. Dominic (Hamling).
12) Arctic Cavatier (Boyd). .5,456 12,405 Somerset Goyd) 2,200
Somerset Moughom (Newington) 2,292
St. Ciles (Hamling) 1,772
Arctic Vondo! (Boyd) 1,573
St. Gerontius (Hamling) 1,511
Arctic Bake! (Part) 4,578 Arctic Rebel (Boyd).... Ross Sirius (BUT) Rose Orion (BUT)... Loch Eriboll (BUT)

A tidy sum! —

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ONE of the blggest alactronic displays staged in the UK will be asen at the Catch '78 fishing show to be hald in Aberdeen from Line in Aberdean from Juna Catch '78, the International Fisheries and

ca Navigator Co. with a full Clearscan model. The Fish-finders will be represented by S. G. Brown Lt the full range of echo ford will be showing the sounders and sonars by Ocean series of autopilots for Simrad, whose radio use with either magnetic or

Giant electronics display set Catch '78, the International Fisheries and Marine Equipment Exhibition, will feature fish-finding equipment, navigation and electronic aids.

main feature of the display Decca Radar and the Decca Radar and the Decca Navigator Co. with a full presentation including the introduced introduced by Wesmar Sonar Marine Radio of Eyemouth, which will show the full selection of the American Wesmar Scan-

S. G. Brown Ltd. of Wettelophones will also be on the gyro compasses. It will also becca stend.

ressels taking part in the selection and selection and the first shill describe the ships are laid up and the show, to be held not the Queen's Links. Many of them will be showing new products for the first time.

The international flavour of the skibition is also strong this year. Countries including Norway, Denmark, Germany, France, Japan and the Depinar.

Plecings are listed in the positions hald in the previous table in bracksts.

Kits Points

Kits Points

Cover 17 marine electronics show its full range of radare, including Situation Display, and its fish-finding exhibits will include the Keingfisher and the Depinar.

Local firm Woodsons of Aberdeen Ltd. will have its fully equipped demonstration vehicle on an outside eite full of gear by Elac.

Frester, holder of the first time.

Rickin Hughes will also show its full range of radare, including Situation Display, and its fish-finding exhibits will include the Keingfisher and the Magnavox MX1102

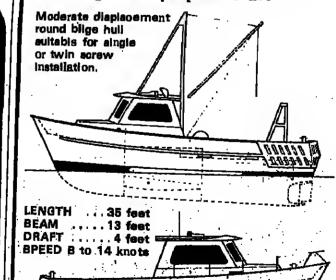
The international flavour of the skibition is also strong this year. Countries including Norway, Denmark, Germany, France, Japan and the Depinar.

Local firm Woodsons of Aberdeen Ltd. will have its fully equipped demonstration vehicle on an outside eite full of gear by Elac.

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Internal framework Standard. Hull moulding weight approximately 4000lbs. Ultra volume hull. Wide after deck provides large operating

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Expected during the week from White Sea: Somerset Moughom.

PORT MARKETS

MONDAY, APRIL 10

ORIMSBY

A feir supply of 4,181 kits from 11 boats mat a good demand. Pricse: shelf cod. £3.50/£3.80; codling, £2.70/£3.30; shalf haddock, £4/£4.90; medium, £3/£3.50; small, £2.20/£3; largs plaice, £3.70; medium, £3.20/£3.70; best emall, £3.20/£3.90; ekinnad dogfish, £9; medium, £7; rockfish, £2/£2.40; reds, £1.70/£2.40; saiths, £1.60/£2.30; per stane.

HULL stone.

1,306 kits from one distant water vessel. Price ranges per 10st. kit.
MILFORD HAVEN MILFORD HAVEN heads on: cod, £80/£33.25 316 kits from two boats. Prices: (average £30.46); bulk; codling, turbot, £142/£150; slips, £120; £33/£34 (£30.88); haddock, tungues, £78; large plaice, £24; £25/£40,25 (£25.54); adlsy, madium, £25; small, £14/£19;

£18.50/£22.50 [£19.88]; whiting, £14/£21.25 (£14.37); hake, £26.50/£82 (£56); turbot, £88; lsmon eole, £28/£34 (£31); dogfish, £11; ling, £27.

Prices: English shelf cod, \$29/\$40; lerge plaice, \$24/\$35;

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CASIN boat, 19ft., herd chins two berth, open wheelhouse, Penta 360 ulfshure three cylinder, electric start, nutboard single lever control, twin sale treller. Telephone: Norm 53884.

25ft. WORKBOATS Versatility 28ft., Marks one and two hulls, fitted out with lowerd or afr wheelhouse to open bosts, Idaal for transmising, faing or potting ato, ato, odd analysementh and prompt defluery loos armail south coart yard ar realissio prices.

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28ft. x 7ft. yin. x 2ft. 3ln. singler, 1963. Digans Norwegian double ended style chinkar mahagany on oak, BM3 33lip, mizzen saji, two bertha, toilei, tull H R wheelshelter, exceptional condition Cornwall, 43,950. Wooden Ships, 20 Hosenville Street, Dertmouth, Devon.

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FISHINO/WORKSOAT, 1979. Listor
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24ft. MfV, parvel — 91tch pins on oak,
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FOR SALE 35ft. see angling boat sto., sto., prempt yeard ar with hydraulic geerbox, many strees include, railio tolephose, campass, actio souadar, rods, lifejocksts, lifebuoys, electric winch, stc. Rigged for small trawl \$8,560 or offers. For detoils and impection Degamy Yacht Services Ltd., The Qusy, Degamy (STD 0492) 83869.

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FOR SALE, "Robert John." Contact Mylur Yacht Herbour, Nr. Penryn, Chrinwell. Complete refit January 1974. 52hp engine with spare, contect T. Percival for engine's history at Folmouth and hydraulic line hauler Spencer Certor extra Penryn. This ship is en excellent crabber, very light on gear. Wherry, FF Fliet, 18 Erissy Terrece, Falmouth.

FOR BALE MFV new steel hull, uft. z 10ft. z 3ft. 4ln., forwerd heelhouse Irasom stem, watertigh lock, Perhins 6384 PRM box 2:1 Seaccribe echo sounder ell boat's properly. Offers telephone 0656 2041.

"WHITE EAGLE," 26ft x 10ft x "WHITE KAGLE," 26g x 10g x
4ft., built Brenness, Norwey 1970,
larch on oak, Cervel built, 62hp
Mercedes angine, 3:1 reduction,
engine, winch and elertronice new
1875, Seawoice VHF and Eloc sounder
litted. Vessel recently slipped and
overheuled. Further particulars from
and offers to LHD Limited, 5 Alexandro Buildings, Lerwich, Talephone;
Lerwick 3678. Talex 75398.

MFV "DOLPHIN" BRD.144 Built 1968 by Westeraft Limited to G L Wetson's design

Dimensions 26' LOA a 6'6' a 2'6'. Tossegs 2.6. Engine's Perkine Type 4.107 with Gnifield (about) / Oakbard drives developing 80 SHP max as 4000 RPM. Mild speel fuel unix, 68 gal. expectry. Morse steering. Satteries require stlention. Ferrograph Souncier: Tollet, Line healer. Missesenst, mast and landing derick.

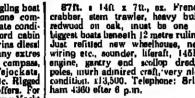
Amengements to view can be made with Mr 6 Campbell of Portree (0472) 2568, An offers for the viewel must be made in wilding to the Solicitor to the Highlands and Islands Caystopment Soird, Bridge House, 27 Bank Street, inventors IVI 108.

Offers should be seeled and martind "Otte bit MrV.Delphin". The slessly detailor offers to 2) April 1978.

MFV "INVADER" (OB169)

73ft, wooden trawler built Norwey 1852.

The vessel is inepectable at North Shelide, where she is being surveyed for her fishing vessel certificate. It is enticipated that this will be obtained before she is sold, also has recently been



GWYNEDD Lochin 33 "Sike" built 1976. Ford turbo-pive 260hp diesel, very full specifications in-

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BORt. x 101L steel MFV built 1977, fully dechad, lurward wheelhouse, aft gentry, Brizham trewl winch, Lieter engine, 240 gallon tank, duel steering, VHF and ferrogroph, full Inventory. As new cunillion. £11,500. Tolophone: Higheliffe 1042521 71381.

80ft. x 10ft. 8in. x 3ft. 0in. cervel built MFY, forward wheelhense, 1wa bunke, cowher, 1ishold, mizzen, pot end line hauler, MS39 sounder, VHF radio, dech wash, hilge pumps, 44hp Lister, good condition. Telephone: Helston 61697.

For details of these end

other vessels

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